

44080 17 NOV 65

TOP SECRET

DIRECTOR

25X1A

[REDACTED]

PRIORITY

FOR: 0640Z 17 NOV 65

IN: 72171

25X1A

[REDACTED]

1. PARA 3 REF B WAS INTENDED TO BE ONLY A VERY CONCISE STATEMENT OF PROBABLE CAUSE TO SERVE AS A GENERALIZED REFERENCE FOR PRIMARY RECOMMENDATIONS. NO ONE HERE DISAGREES WITH PROPOSITION THAT THE AUTO-PILOT CAN BE OVERPOWERED WITH RELATIVE EASE, OR DISENGAGED IN A FEW SECONDS. HOWEVER, THE CAPABILITY OF THE PILOT TO EFFECT TIMELY CORRECTIVE ACTION IS A DIRECT FUNCTION OF THE PILOTS ATTENTIVENESS AT THE INSTANT THE UPSET FROM PLANNED FLIGHT CONDITION OCCURS. IN [REDACTED] ACCIDENT THERE IS CONSIDERABLE EVIDENCE TO SUPPORT THE PROPOSITION THAT HE WAS INVOLVED IN "COCKPIT BOOK KEEPING" AT THE TIME OF INITIAL INDICATION OF TROUBLE.

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2. WITH HQS CONCURRENCE I PLAN TO STOP BY [REDACTED] ON 22 NOV TO DISCUSS RECOMMENDATIONS IN DETAIL WITH [REDACTED] AND WOULD APPRECIATE THE OPPORTUNITY TO DISCUSS BOARD FINDINGS WITH

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[REDACTED] AT THAT TIME.

TOP SECRET

END OF MSG

APPROPRIATION BY OTHERS THAN THE ISSUING OFFICE IS PROHIBITED. COPY 3